

INFORMATION REPORT CD-10

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THIS IS UNEVALUATED INFORMATION

1. In April 1954, a total of 15,000 to 17,000 persons worked at the Oder Werke shipyard in Stettin. About 200 or 300 new workers were hired every month. Jendza (fnu), a Soviet citizen, was general manager of the yard; Haluch (fnu), a Soviet citizen, was managing engineer; and Jakubiec (fnu), Zukoya (fnu), two Soviet citizens, and Jankowski (fnu), Kochanowski (fnu), Podiec (fnu), and Majewski (fnu), four Polish citizens, were leading engineers.
2. The first new ship built by the Oder Werke was delivered to the Soviets in 1953 and was named KHULYM. In late March or early April 1954, another KHULYM type ship, the TOM, was completed and delivered to the Soviets.¹ Three ships of the OLSZTYN class (Olstyn = Allenstein) were nearing their final outfit. On 24 April 1954, another three ships were nearing completion on the three building slips. Their construction numbers were 35a through 35c. They were also destined for the USSR.
3. The Polish merchant ships KUTNO, KRAKOW, and WROCLAW were expected to arrive for repairs during the second quarter of 1954. The Polish merchant ship SAN was due to be overhauled there in the near future.
4. A total of thirteen component parts of submarines arrived at the shipyard from Upper Silesia in late February 1954 and were stored on a site at the rear of a workshop building. These parts were between four and five meters long, of cylindrical or conical shape, and had diameters from three to five meters.² Another five sections arrived from Upper Silesia on cargo barges or by rail from East Germany in March 1954. Their dispatch labels only indicated the name of Gumdance (Scheune), the border-crossing station, but no place of departure. The 20 sections were stored in three new buildings, which had been completed in March 1954. The three buildings had red roofs and were erected from north to south parallel to Ludowa road. A new concrete wall, about 5 meters high, had also been erected.³ Another two shops for processing crank shafts and a foundry shop were under construction in April 1954.

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SECRET

- 2 -



25X1

1.  Comment. A Soviet merchant ship TCH is reported for the first time.
2.  Comment. Probably not sections for submarines, but rather lifting cylinders for raising sunken ships.
3.  Comment. For layout sketch of the shipyard installations, see Annex.

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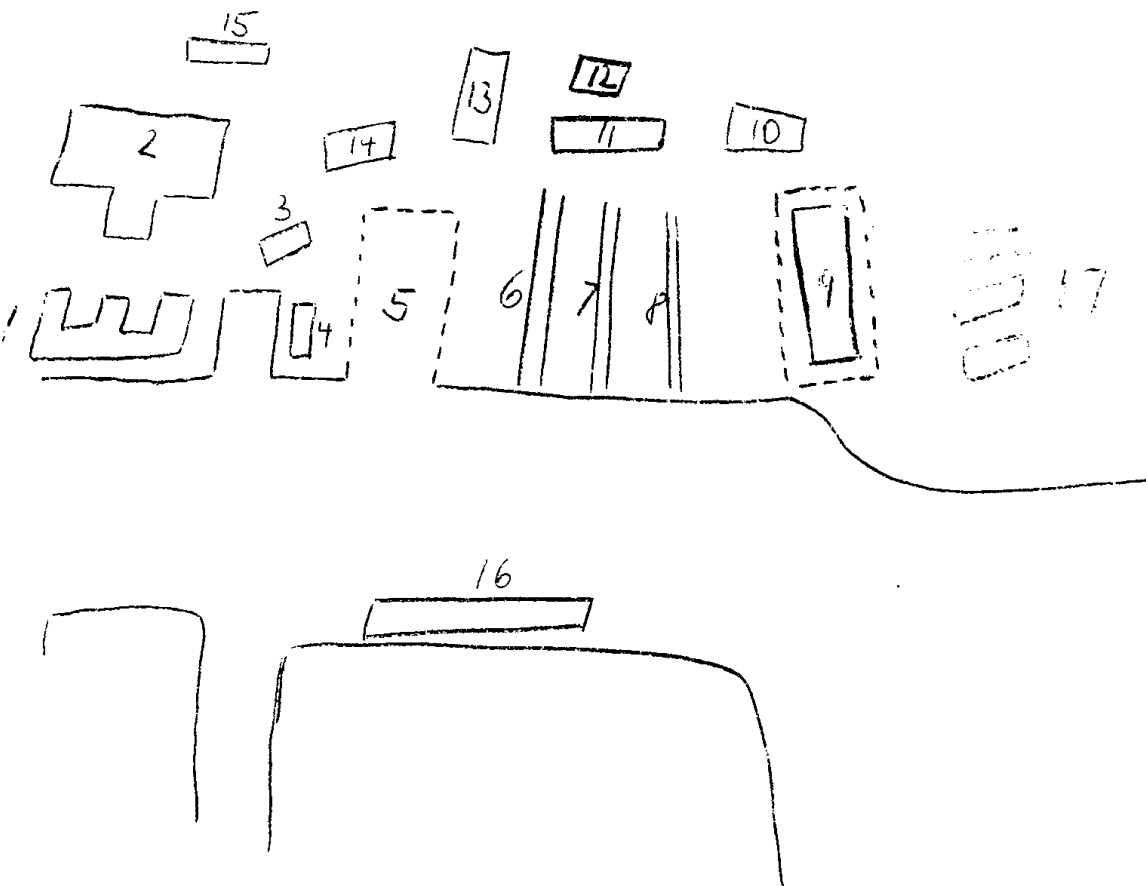
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SECRET,

- 3 -

Annex

25X1



For legend, see next page

SECRET,

SECRET

- 4 -

25X1

Legend to layout sketch of Oder-Werke Stettin.

- 1 Boiler shop and carpenter's shop
- 2 Engine-building and erecting shop
- 3 Transformer house and electric power plant
- 4 Propeller-shaft processing shop
- 5 Graving dock under construction, allegedly for ships of up to 20,000 tons
- 6 Slip No. 1
- 7 Slip No. 2
- 8 Slip No. 3
Each slip has a traveling crane capable of lifting up to 50 tons
- 9 Prohibited area with a building
- 10 Administration building
- 11 Metal treating machines and engine test stand
- 12 Construction shop
- 13 Rolling mill and sheet-treating shop. It included, among other machines, a steam-driven 25-mm sheet-rolling mill
- 14 Blacksmith
- 15 Unidentified building
- 16 Floating dock No. I, formerly dock No III of the Danzig Shipyard.
This dock is 30 meters long and between 15 and 20 meters wide and is equipped with an electrical pumping system
- 17 Probably the site of the three new buildings with red roofs on Lubowa Road. They were used for storing the 20 submarine sections.

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